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Ponomarev Addresses Party Conference in Vilnius
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[TASS report: "Duty Decrees"]

[Text] Vilnius, 28 Dec — A creative and businesslike discussion on how Communists are carrying out their vanguard role in stepping up party leadership of the economy and intensifying their efforts in the struggle for production intensification and the acceleration of scientific and technical progress was held at the city report and election party conference today. In the light of the tasks set by the CPSU Central Committee April and October (1985) Plenums and precongress party documents, its delegates exactingly assessed what had been achieved, profoundly analyzed the reasons for shortcomings, proposed specific ways of increasing the effectiveness of the activity of party committees and primary party organizations, and sought new opportunities for further building up socioeconomic potential. Taking part in the conference's work was B.N. Ponomarev, candidate member of the CPSU Central Committee Politburo and secretary of the CPSU Central Committee.

The speakers at the conference — V.K. Mikuchyauskas, first secretary of Vilnius party gorkom; A.B. Chuplinskas, director general of Lithuania's "Sigma" association; L.M. Shushkevich, cutter at the "Ramune" Bespoke tailoring factory; E.P. Titishkis, first secretary of Oktyabrskiy party raykom; P.A. Brazhenas, secretary of the Lithuanian SSR Writers Union Board; V.A. Lazutka, director of the Lithuanian SSR Academy of Sciences Institute of Philosophy, Sociology, and Law; and others — focused attention on unresolved problems. The speakers talked about the need to increase the combativeness of party organizations and to step up ideological education work in collectives and stressed their interest in ensuring a comprehensive solution to social and everyday questions and further strengthening discipline, organization, and order in all components of production and management.

The conference was addressed by B.N. Ponomarev. The party, he said, has embarked on a special and crucial stage of its history. Preparing for the 27th Congress, it has put forward ideas and plans of immense theoretical and political importance. They have been formulated in the draft new edition of the CPSU Program. This is a major theoretical Marxist-Leninist document. It shows everyone that the CPSU is creatively developing the teaching of scientific socialism at a new stage of the development of the Land of the Soviets and the world as a whole.

Communists and all Soviet people ardently approve the CPSU's domestic and foreign policy and received with great enthusiasm the creative and innovative spirit with which recent measures have been imbued. These positive processes are reflected in the report and election campaign in the party. The practical activity of party organs is being exactingly assessed and shortcomings and failings are being stated openly and without backward glances at officials.

Vilnius' Communists are discussing the party gorkom report and the precongress documents responsibly and with profound interest, revealing existing shortcomings, and assessing what has been achieved in a principled, party way.

The successes of the people of Vilnius have been considerable, the CPSU Central Committee secretary noted, but they provide no grounds for complacency. In the period under review, control organs have revealed 29 cases of overreporting in state reports by industrial and transportation enterprises. The practice of downgrading plans still persists. At many enterprises the reconstruction and retooling of production is proceeding at a slow pace. Despite the measures that are being taken, one-third of the work force is still engaged in manual labor. Those comrades were right who said that vigorous measures must be taken to make more effective use of the existing production, scientific, and technical potential and to accelerate the transfer of all enterprises and organizations to the intensive path of development. The unity of ideological education and political, organizational, and economic activity is not always ensured. We must step up the work to shape in working people communist awareness and steadfast immunity to the influence of hostile ideology. Atheist work is insufficiently effective. It is necessary to do a great deal more to fulfill the party demands on strengthening discipline, organization, and order and to overcome drunkenness and alcoholism. The work of law enforcement organs requires serious improvement.

The decisions of the CPSU Central Committee April and October (1985) Plenums and the draft new edition of the party program, the speaker stressed, define economic strategy for the long term. The essence of this strategy lies in accelerating the country's socioeconomic development on the basis of the latest achievements of the scientific and technical revolution. It is a question of completely switching socialist production to an intensive footing, restructuring the entire economic mechanism, and resolving social problems more fully on that basis. Concern for working people's prosperity is the party's paramount task. Relying on the decisions of the Central Committee April and October Plenums, the party and its leadership are stepping up attention to questions of increasing Soviet people's living standards. The other day the CPSU Central Committee Politburo examined questions of more fully satisfying the population's demand for consumer goods. These great and complex tasks also require a further improvement in ideological work. The party proceeds on the basis that political education work is a matter for all Communists. It is necessary to strive to ensure that Marxist-Leninist philosophy turns into a firm conviction and an active life stance in Soviet people. The CPSU is increasing the importance of moral values and incentives in developing society and stresses the growing role of communist morality, socialist ideology, Soviet patriotism, internationalism, and class solidarity with the working people of all countries. The CPSU Central Committee is actively implementing the Leninist style of work and increasing its demands on cadres.

The questions of war and peace are of particularly great importance in our time, B.N. Ponomarev went on to say. The Soviet Union is conducting a gigantic battle for peace which is of world historic importance. The USSR is combining a firm rebuff to the course of wrecking military-strategic equilibrium with a balanced and constructive approach to the most acute problems of peace and security and the putting forward of a far-reaching and specific peace-loving program. The Soviet leadership came to the Geneva summit with that program. The summit was a major

political event in international life and opens up an opportunity for moving away from the state of dangerous confrontation toward a constructive quest for ways of maintaining correct relations between our countries and for improving the international climate as a whole.

The mutual agreement reached at Geneva and expressed in the final document — that nuclear war must never be unleashed and that there can be no winners in one — is extremely important. It was put on record that the task of the Soviet-U.S. talks on nuclear and space arms includes the prevention of an arms race in space, a reduction in nuclear arms, and the strengthening of strategic stability.

In positively assessing the Geneva summit, it must not be forgotten that, by dint of the position assumed by the U.S. side, it did not answer the main question concerning all people on the planet: Will there be real movement along the road of reducing nuclear weapons, or will the prospects for ending the arms race be overturned by the militarization of space?

Taking all these facts into account, the Soviet Union and peace-loving forces abroad are launching a struggle to implement the key demands: for "star peace" and against "star wars" and the spreading of the arms race to space; for the prohibition of nuclear tests; for the removal of chemical weapons from military arsenals; for the reduction and removal of U.S. medium-range missiles from West Europe. The authoritative demand of millions of people addressed to the U.S. Administration is ringing around the globe: Stop nuclear weapon tests! Since Geneva the USSR's readiness to extend the moratorium on nuclear explosions if the United States reciprocates has been reaffirmed. The Soviet Union is showing readiness in practice to travel its part of the way toward achieving reliable mutual security and peaceful coexistence.

In short, our party's international activity, B.N. Ponomarev stressed, has acquired a truly unprecedented scale. This is seen in the meetings at the highest party and state level, the growing diplomatic and foreign economic activeness, the development of party ties in various forms and at various levels, and the growth of international contacts between our trade union, women's, youth, and other social organizations. Thousands and thousands of Soviet people are participating in this work. It can be said that the entire Soviet people is now involved in international work. The better Soviet people work in industry, agriculture, and the ideological and cultural sphere, the higher will be the qualitative and quanitative indicators in production, science, and technology, and the stronger will be our country. The mightier the Soviet Union, the socialist community, and our defense become, the stronger peace and the peoples' security will be.

Dolgikh Speaks at Rostov-na-Donu Conference

PM271353 Moscow PRAVDA in Russian 22 Dec 85
First Edition p 2

[TASS report: "The Highway of Technological Progress"]

[Text] Rostov-na-Donu, 21 Dec — Questions of the intensification of production, acceleration of scientific and technological progress, intensification of the policy of savings and thrifty expenditure of all types of resources were at the focus of attention of delegates attending the city report and election party conference held today. Conference participants discussed problems pertaining to the further intensification of organizational and political work, assessed achievements from positions of high exactingness, analyzed the accumulated experience, and identified the potential for, and specific ways of, improving the quality of work at all sectors of communist building. A businesslike discussion was held about enhancing the effectiveness of party leadership of the economy and of economic and political work and improving the selection and training of cadres in the light of the tasks outlined by the party in the precongress documents. Taking part in the conference was V.I. Dolgikh, candidate member of the Politburo and secretary of the CPSU Central Committee.

A.A. Dontsov, first secretary of the Rostov-na-Donu Party Gorkom; Yu.A. Peskov, director general of the Rostselmash production association; N.I. Kovalenko, installation workers' team leader at the Yuzhtekhmontazh trust; Yu.A. Zhdanov, rector of Rostov State University; T.V. Titova, senior sales assistant at the central department store; M.I. Bushnov, actor at Rostov M. Gorkiy State Academic Drama Theater, and others who spoke at the conference focused attention on unsolved problems and advocated that the prestige of honest conscientious labor be reinforced in every way and the Communists' role in the development of truly militant, effective competition be enhanced. It was emphasized that an uncompromising attitude toward shortcomings will promote an upsurge in the creative activity of party organizations and labor collectives and help to mobilize them for the successful solution of the great and complex tasks.

V.I. Dolgikh addressed the conference. The conference delegates, he said, represent more than 90,000 Communists who are in the forefront of the struggle for the further buildup of the country's economic potential and the acceleration of scientific and technological progress.

Rostov-na-Donu ranks among the country's major industrial centers which play a leading role in enhancing the efficiency of the national economy. A most important concern of the oblast and city party organization is the utilization of production forces to maximum effect. This is particularly important now when work on the implementation of the strategic task of accelerating socioeconomic development and qualitatively restructuring the national economy — put forward by M.S. Gorbachev at the CPSU Central Committee April (1985) Plenum — has gotten under way everywhere.

These questions are at the focus of attention of the report and election campaign in the party which is taking place in an atmosphere of preparations for the 27th CPSU Congress. During the nationwide discussion of the precongress documents, Soviet people are expressing their views on a very wide range of questions. Many specific proposals and critical comments are being submitted.

The Rostov city party organization is engaged in large-scale organizational and political work to mobilize labor collectives for the fulfillment of tasks in the further development of the national

economy. The city's industry has fulfilled 5-year plan targets for production and labor productivity growth rates ahead of schedule and a large-scale social program has been implemented.

A key role in the development of the scientific and technological revolution and the creation of new generations of machinery belongs to the machine building industry, the speaker stressed. A powerful machine-building complex is concentrated on the banks of the Don and it can be said without exaggeration that Rostov machine builders control important levers in the practical implementation of the USSR Food and Energy Programs and as regards the improvement of the situation in transport.

The collective of the Rostselmash association, for instance, now produces more than 80 percent of the country's grain harvesting combines. The party Central Committee and the government have instructed Rostov machine builders to build a new combine to match world standards. Next year the series production of the "Don" combine is to begin. However, many unsolved problems remain in the construction, the installation of equipment, and the formation of the collective.

Intensive work lies ahead on the retooling and reconstruction of all the enterprises which make up the Rostselmash. The year is ending, yet many of the association's projects scheduled for commissioning have not gone into service and questions of their provision with electricity, water, and gas remain unresolved.

The party gorkom must establish day-to-day supervision of the entire range of problems connected with the organization of the series production of the new combine.

The level of scientific and technological progress, the standard of production organization, cadres' skills, and labor discipline are reflected most objectively in the quality of output. In your city, just like in the country as a whole, the proportion of goods in the top-quality category has increased. However, the overall state of affairs is causing serious concern. Efforts must be made to reinforce technological discipline, to intensify monitoring during the process of the manufacture and handing over of goods, and to create the conditions necessary for high-quality labor at every work place.

I would also like to dwell on an important factor of the intensification of the economy such as the efficient utilization of fixed production capital, the speaker said. The gorkom, party raykoms, primary party organizations, and economic managers are still not paying due attention to these questions. Return on capital is decreasing in the city's industry. The main causes of the situation which has developed are shortcomings in the organization of production and idling of machinery.

At a number of enterprises and construction sites in Rostov-na-Donu work to intensify resource saving has been stepped up. Savings of raw and other materials will total around R20 million in the city as a whole in the current year. At the same time, many collectives have failed to ensure the strict observance of the policy of thrift. It is necessary to launch in earnest the struggle for the rational, thrifty utilization of raw and other materials and energy resources.

The CPSU Central Committee Secretary emphasized that tasks in radically improving the situation in the construction industry must be resolved comprehensively, by channeling capital investments primarily into the retooling and reconstruction of existing enterprises, by stimulating construction and installation workers' interest in this matter, and by improving draft planning work.

The resolution of social problems in Rostov-na-Donu depends largely on construction workers. Considerable disproportions have formed in the development of the city's economy. The provision of the population with housing, preschool establishments, hospitals, and trade enterprises is inadequate. Bearing this in mind, much assistance is being given to the inhabitants of Rostov. More than R610 million have been allocated for the further development of the city's economy in 1986-1990.

It is important to ensure the uninterrupted, smooth functioning of transport, industry, construction, and municipal services during the winter period. To this end, a great deal has been done in the oblast and the city. However, we cannot rest content, because certain difficulties still persist.

The successful solution of crucial tasks in the city's further economic and social development depends largely on the standard of organizational and political work and the improvement of the methods of leadership, V.I. Dolgikh emphasized. The demands made on cadres, on their professional and political qualifications have risen considerably. It is necessary resolutely to eliminate the serious shortcomings which were discussed at the party obkom and gorkom plenums and to tackle the selection and education of cadres in greater depth.

More attention must be paid to the growing sociopolitical and production activeness of labor collectives and to the enhancement of their influence on all spheres of life within enterprises and organizations.

V.I. Dolgikh then dwelt on questions of the foreign policy activity of the CPSU and the Soviet state which is aimed at preserving and strengthening peace and averting a nuclear catastrophe. He stressed that the Soviet initiatives and actions are imbued with a sense of high responsibility for the fate of mankind.

In conclusions V.I. Dolgikh expressed confidence that the city party organization and the working people of Rostov-na-Donu would spare no effort or experience in augmenting their contribution to our country's development and would greet the 27th congress of the Leninist party with new labor achievements.

During his 19-21 December visit to Rostov Oblast, V.I. Dolgikh visited the metallurgical plant and the Krasny Kotelshchik production association in Taganrog.

During his conversations with workers, specialists, and economic managers of enterprises, it was noted that it was necessary to introduce new machinery and resource-saving technologies and production processes on a wider scale and to create the conditions for people's highly productive labor and adequate recreation.

At the Rostselmash association V.I. Dolgikh acquainted himself with the progress of preparations for the production of the new

"Don" grain harvesting combine. Questions of the need to enhance the quality and reliability in service of this machine and to accelerate the construction of the necessary production facilities at the enterprise were touched upon.

At the Sulin Metallurgical Plant questions pertaining to the expansion of metal power production were discussed. The importance of strengthening ties between metallurgists, machine builders, and designers in resolving tasks pertaining to the more effective utilization of progressive materials was emphasized.

V.I. Dolgikh visited the Rostov Ugol production association's Mayskaya colliery. He went underground, acquainted himself with the methods of extracting fuel from narrow seams and with the progress of the colliery's development, and chatted to workers. At a conference with Don Region coal enterprise managers and specialists, special attention was paid to the need to accelerate the pace of fuel extraction, utilize production facilities more effectively, and improve miners' working conditions.

A conversation with the party aktiv took place at the party obkom.

V.I. Dolgikh laid flowers at the V.I. Lenin memorial.

V.I. Dolgikh was accompanied by A.V. Vlasov, first secretary of the Rostov CPSU Obkom; and B.M. Volodin, chairman of the oblispolkom.

Vorotnikov Attends RSFSR Awards Ceremony in Moscow

LD272042 Moscow Domestic Service in Russian 1800 GMT 27 Dec 85

[Text] The presentation of the RSFSR state prizes for 1985 in the fields of literature, art, and architecture took place in Moscow today. Representatives of party, local soviet, and public organizations and workers in the arts gathered for the festive ceremony in the House of Soviets of the Russian Federation. Comrade Vorotnikov, member of the Politburo of the CPSU Central Committee and chairman of the RSFSR Council of Ministers, spoke at the presentation of the prizes.

On behalf of the CPSU Central Committee, the Supreme Soviet Presidium, and the RSFSR Council of Ministers, he cordially congratulated the new laureates on the high assessment of their creative work. To the applause of those present, the recipients of the prizes were presented with diplomas and badges of honor. The laureates said they would devote all their strength and talent to serving their socialist homeland.

Afanasyev Interviewed on New Party Documents

NC011931 Athens RIZOSPASTIS in Greek 1 Dec 85 p 7

["Exclusive" interview with Viktor Grigoryevich Afanasyev, chief editor of *PRAVDA*, by *RIZOSPASTIS* Moscow correspondent Yiannis Kitsos; date not given]

[Text] At this moment the Soviet people are living through a very important period for their future course. Discussion and examination of the party's three basic documents, unprecedented in scope and participation, has begun throughout the country, in enterprises, kolkhozes and Sovkhozes, universities, and every social foundation and organization! These documents are:

The new (the third in USSR history) CPSU Program;

The new party Constitution; and

The Basic Guidelines for Social and Economic Development of the USSR for 1986-1990 and Through the Year 2,000.

In its endeavors to provide its readers with a direct and responsible opinion on USSR developments today, *RIZOSPASTIS* carries this exclusive interview granted by Viktor Grigoryevich Afanasyev, chief editor of *PRAVDA* and member of the CPSU Central Committee, to our Moscow correspondent, Yiannis Litsos.

Afanasyev participated directly in the preparation of the party documents. "Before we continue our discussion," he explained, "I wish to stress that the three documents are closely interrelated. They comprise a body of evaluations, analyses, and trends that help us visualize and establish new goals for the dynamic development of Soviet society."

Question: Can you give us the essence, the goal of each one of the documents?

Answer: The new draft program **codifies the duties, ways, and means for constructing Soviet society**. In other words, sets out the general guidelines for our task. As you know, we speak of a document with vast theoretical and political significance.

The constitutional charter, with its proposed amendments, gives the new forms of party organization and tells how the party can strengthen its leadership role within society. **It attempts to make the role of Communists in the fulfillment of the new duties a more responsible one**.

In conclusion, the new socioeconomic development guidelines exemplify the general program's premises. **They speak the language of specific duties, figures, and actions**.

Question: Are there any specific reasons for the amendments to the program and the constitutional charter?

Answer: I have stated earlier that the draft program describes our communist society. It defines what course and form the improvement of the socialist system will take. Further, it points out how to handle theoretical and practical duties in a creativemanner. **Continuation of a line does not mean a simple study of the past. Continuation presupposes an in-depth analysis of the numerous dimensions and elements of the new situation**. The documents take into account all the changes that have occurred in the past 24 years. They include changes in the party, the country, and the world. By maintaining the general positions and principles of the previous program, the CPSU presents a series of new positions within the new program. Some evaluations are further explained, and certain others, which were considered outdated, have been deleted. None of the goals are the result of

excess or guesswork. **This is a document with realistic duties.** Naturally, these are complicated and difficult goals which demand an increased contribution from the party and the people.

Question: In your view, is the basic element, the key, the acceleration of socioeconomic development?

Answer: We are moving in this direction. We talk of an acceleration. What do we mean exactly? We mean that our people's economy should follow the course of intensive development. **We are striving for a radical change of direction away from quantitative toward qualitative development.** Through intensification we are striving to achieve a situation in social development which is qualitatively new. When we speak of an acceleration, we mean that this should apply not only to certain sectors of the economy nor to the economy alone, but to society as a whole. We are defining a new social jump forward.

In answer to the question of how we will achieve this, we reply: primarily through the exploitation of modern scientific-technical achievements. I refer to the manufacture of a new generation of machines. This is connected with the mass production of super-automatic electronic computer apparatus. This is the first factor. The other one, equally important, is to be found in the reorganization and improvement of our economic apparatus and the managerial system. Naturally, the main task will be to exploit the benefits inherent in the planned nature of our economy. On the other hand, however, **our economy has acquired vast dimensions, it has an extensive range of development, and it is virtually impossible for everything to be directed from the center, from Moscow. This is why the reorganization of the managerial system is aimed at expanding the rights and independence of enterprises and productive units.** Local issues and problems arising at the base must be dealt with there. Naturally, the expansion of rights also has other aspects. It strengthens responsibility, the organization of productivity, and discipline. I refer to the principle of democratic centralization and I stress the necessity for improving both aspects, centralization as well as democracy.

The raising of the cultural and professional standards of the workers is another important factor. I refer to the human element. No matter how high the standard of training, no matter how productive the machines, we will not obtain results if the people who produce the material and cultural goods are not as well prepared. **In the final analysis everything depends upon man, upon his specialized knowledge, upon his cultural and spiritual level. New technology demands new people.**

Question: **Could we look at some of the basic social goals which the party has set before the people for the next 15 years?**

Answer: I believe that the establishment of the principle of social justice everywhere is one of the main social problems. **This principle should be accepted by everyone according to his abilities and according to his task.**

We have provided a series of measures to deal with our social problems. It is no secret that we often lag behind in this field and there is a lack of balance in relation to the solution of productivity problems. It is not only the economy itself that must develop. The social reserves must also develop.

The improvement of our political system is one of the goals of our party. The main element here consists of a multi-faceted expansion of socialist self-administration. This can be achieved through the widest possible participation in decision-making, in the fulfillment of state and social duties.

Every Soviet citizen must, in one way or another, participate in the administration of state affairs.

I would also like to refer to a point related to our ideological-political work. We have become used to saying that every anti-social expression is alien to our ideology, to our morals, and that this is a remnant from our past. What remnants of the past do we mean when we are talking about persons aged 20, 30, or even 40, who have neither lived through nor even seen with their own eyes the effects of capitalism. Naturally, the influence of capitalism and the influence of the old negative traditions do exist. However, such phenomena are related to the weaknesses and deficiencies of our own practical work in the various sectors of our economy; they are related to delays in dealing with current problems.

In conclusion, I would like to stress that only when the party has a scientifically correct and theoretically established policy — both economic and social — only when ideological and educational intervention is guaranteed, only then will we be able to achieve an acceleration of our society's development, and we are convinced that we are moving in this direction.

Construction Official on Eradicating Shoddy Work

LD300300 Moscow Domestic Service in Russian
1600 GMT 29 Dec 85

[Text] To cardinally increase the efficiency of construction output is embodied in the draft of Basic Guidelines of Economic and Social Development. This is hindered by the lack of rhythm in handing over into use living accommodation and industrial establishments. This is the opinion of Gennadiy Ivanovich Smirnov, head of the state architecture and construction supervision directorate of the RSFSR State Committee for Construction Affairs. This is what he said to our correspondent in an interview:

[Begin recording] [Smirnov] In the Russian Federation as a whole, an incorrect practice arose during recent years in which more than 40 percent of the year's commissioning program is transferred to the last quarter. Naturally, now under conditions of great rush, low-quality apartments will be handed over.

[Correspondent] That is, with defects and incompleteness?

[Smirnov] Yes, and when the rayon executive committees penalize nonfulfillment of the plan more strictly than low quality, then people will tend to commit violations. It is a great social evil, these incomplete, low quality projects. It inflicts great losses on the constructors themselves because management shuts its eyes to these violations. The workers have also been getting used to fulfilling the construction and assembly works in any manner. Here is a fresh example: In the town of Barnaul, a 9-story hostel was being built for the power workers. They had not managed to finish the ninth floor before the first three started to collapse.

Well, it had to be repaired urgently. Nowadays, more than 60 enterprises are producing houses of an obsolete series. They have to be switched quickly to the new series. The economists calculated that the cost of removing defects and alterations totals more than R6 billion. With this sum it would be possible to build a microrayon for 30,000 inhabitants. It is necessary to expose people who do shoddy work and to use administrative punishment, not to mention material punishment.

[Correspondent] I often visit construction sites, and the builders themselves say: Just look at the, for instance, wall panels that have been delivered to us; or, just look at the finishing materials.

[Smirnov] This observation of yours is correct. The enterprise works within its own terms; the constructors work on their own. Let us say a house has been handed over. The workers of the enterprise receive one premium, while the builders either do not receive anything or receive a smaller amount. When the house construction combine is transferred to a single building account, all will be as one, meaning that all of them will be responsible for the dwelling that has been handed over, for the completed construction output, and they will naturally receive the same for their work. In the construction of houses there has come such a time when changes for the better simply must come. It is necessary to bring people to account more strictly today, and not to wait for the shoddy worker to educate himself, be he a worker, team leader, or head of a section — in general anyone from worker to minister. The links with the constructors, designers, and the leaders of local bodies of the soviets, shows that people have on the whole noticeably, pulled themselves together everywhere. They have become more demanding toward themselves and their subordinates. This inspires a confidence that in the near future we will improve things. Naturally, monstrous phenomena, such as illegal additions and deception, must disappear from our life. [end recording]

AUCCTU Official on 1985 Trade Union Exchanges

LD301235 Moscow TASS in English 1119 GMT 30 Dec 85

["Doors Are Open for Contacts — TASS headline]

[Text] Moscow, December 30 TASS — More than a thousand foreign trade-union delegations have been guests of Soviet trade unions in 1985 and more than 650 Soviet trade union delegations visited other countries. The All-Union Central Council of Soviet Trade Unions (AUCCTU) now maintains contacts with trade-union centres in 145 countries, Vsevolod Mozhayev, head of the International Department of the AUCCTU, has told journalists.

In their activities in the world arena, he emphasised, the Soviet trade unions in the outgoing year continued to devote main attention to the struggle for peace and made every effort to ensure man's right to peaceful life and creative labour. Among the main actions which enable one to draw this conclusion, Vsevolod Mozhayev mentioned the trade unions' participation in the International Day of Trade Union Action for Peace and Disarmament. The day which is timed for the date of the start of the Second World War has been observed for the fourth year in succession.

Seventy-five million people, a record-high number — more than a half of all trade unionists, took part in demonstrations, meetings and other activities in the USSR on September 1. Together with them there were delegates of trade unions from 24 countries on that day.

Listed among such activities can be also mass meetings of Soviet working people with groups of rank-and-file trade unionists from abroad, Vsevolod Mozhayev went on to say. The so-called "trains and ships of peace and friendship" from France, Finland, Greece, Austria, Japan and other countries visited the USSR in 1985.

The Soviet trade unions also continued to take an active part in the activities of the world federation of trade unions, the major world trade-union centre which marked its 40th jubilee. At the WFTU jubilee session which was held in Moscow, the following was reaffirmed with fresh force: The participation of the working people and their trade unions in the movement for peace is an indispensable condition for averting the war threat which hangs over mankind.

The results of the Soviet-U.S. summit meeting, Vsevolod Mozhayev said, inspire confidence in the possibility of a turn from the present confrontation to detente and good-neighbourliness. The trade unions and all working people should make fresh efforts in the new conditions for the possibility to become reality.

As far as the trade unions of the USSR and the United States are concerned, a certain growth of their contacts can be pointed out. Twelve U.S. official delegations of trade unions and a number of specialised tourist groups visited the USSR in 1985. This, in the opinion of the head of the AUCCTU International Department, reflects a great interest being shown in the USA in the life in the Soviet Union and the activities of its trade unions.

However, this growth of contacts is predominantly one-sided: The entry into the USA is still practically barred to representatives of Soviet trade unions owing to the U.S. Administration's "tough" visa policy. "We hope that this obviously abnormal situation will be rectified now, after the Geneva summit," Vsevolod Mozhayev said. "As far as the Soviet trade unions are concerned, our doors are wide open for contacts in the name of peace," he emphasised.

Bagirov Addresses Azerbaijan Economic Aktiv

LD300010 Moscow Television Service in Russian 1800 GMT 29 Dec 85

[From the "Vremya" newscast]

[Text] A meeting of the party-economic aktiv of Azerbaijan took place today in Baku. It was devoted to tasks of accelerating development of the food industry, increasing foodstuffs production, and improving supply of them to the population. Comrade Bagirov, first secretary of the Azerbaijan Communist Party Central Committee, spoke at the meeting.

Moldavian Communists Discuss Shortcomings

LD281737 Moscow Television Service in Russian
1650 GMT 28 Dec 85

[From the "Novosti" newscast]

[Text] The results of the reports-back and elections in party organizations and tasks of the republican party organization were discussed in Kishinev today at a plenum of the Moldavian Communist Party Central Committee. First Secretary of the Moldavian Communist Party Central Committee Comrade Grossu, who delivered the report, and the speakers noted that during the report-back and election campaign the outcome of what had been done had been analysed in a self-critical manner, the accumulated experience had been made generally known, existing shortcomings had been exposed, and the tasks for the future had been defined.

Uzbek Council of Trade Unions Elects New Chairman

GF291637 Tashkent Domestic Service in Uzbek
1300 GMT 29 Dec 85

[Text] The Uzbek SSR Council of Trade Unions held a plenum today. The meeting discussed the measures taken to realize the decision adopted by the Uzbek Communist Party Central Committee in accordance with a report drawn up by the machine building enterprises concerning the guidance given to the trade unions by the factories affiliated to them to manufacture products required by their workers and to create livelihood conditions for them. The meeting also approved the budgets of the republic's trade unions and the state social insurance organization.

The plenum discussed the question of organization. Comrade Makhmudova was relieved of her duties as chairman of the Council of Trade Unions due to retirement on pension. Comrade Alimova, who formally worked as a deputy chairman of the Uzbek SSR State Planning Committee, was appointed a member of the Presidium of the Uzbek SSR Council of Trade Unions and chairman of the Uzbek SSR Council of Trade Unions.

Comrade Usmankhodzhayev, first secretary of the Uzbek Communist Party Central Committee, addressed the plenum.

Uzbek Peoples Deputies Soviets Hold Meetings

GF231926 Tashkent Domestic Service in Uzbek
1300 GMT 23 Dec 85

[Text] The peoples deputies soviets of (?Bukhara, Dzhizak,) Namangan, Navoi, Surkhan-Darya, Tashkent, and Khorezm Oblasts and the Tashkent City Soviet have held separate meetings. The participants in the convocations heard reports by the oblast soviet executive committees and the Tashkent City Soviet Executive Committee on the work achieved in 1985.

The convocations approved the plans for the economic and social development of the republic's oblasts and Tashkent City in 1986, the local budgets, and the reports on the realization of the 1984 budgets. Comrade Khabibullayev, who worked as the second secretary of the Syr-Darya Oblast Soviet Executive Committee, was elected by the Dzhizak Oblast peoples deputies soviet meeting as chairman of the Dzhizak Oblast Soviet Executive Committee.

Comrade Kadyrov, chairman of the Uzbek SSR Council of Ministers Presidium, addressed the meeting of the people deputies soviet in Urgench; Dzhabbarov, first secretary of the Bukhara Oblast Party Committee, addressed the meeting in Bukhara City; Umarov, first secretary of the Dzhizak Oblast Party Committee, addressed the meeting in Dzhizak City; and Yesin, first secretary of the Navoi Oblast Party Committee, addressed the peoples deputies in Navoi City.

New Oblast-Level Chairman

LD271050 Tashkent Domestic Service in Uzbek
1300 GMT 23 Dec 85

[Excerpts] Sessions were held by Bukhara, Dzhizak, Namangan, Navoi, Surkhan-Darya, Tashkent and Khorezm Oblast soviets and Tashkent City soviet of people's deputies. At the Dzhizak Oblast soviet session, Khabibullayev who previously worked as second secretary of Syr-Darya party obkom was elected chairman of the oblispolkom.

Report-Back Meetings End in Kirov, Kursk, Lipetsk

LD282044 Moscow Domestic Service in Russian
1600 GMT 28 Dec 85

[Text] Principled and businesslike conversations on ways of raising Communists' contributions to the economy's intensification, to the acceleration of scientific and technical progress, and to the solution of the historic tasks set by the party in the draft precongress documents have taken place at oblast report back review party conferences. They completed their work today in Kirov, Kursk, and Lipetsk. Having made a principled assessment of what has been accomplished in the period under review and having revealed shortcomings, the delegates indicated methods for improving the activity of party organizations and of every workers' collective.

Officials Discuss Transport System Problems, Goals
LD271735 Moscow Television Service in Russian
1630 GMT 26 Dec 85

["Problems, Search, Solutions" program presented by L.A. Voznesenskiy, with the participation of Boris Pavlovich Bugayev, USSR minister of civil aviation; Vladimir Nikolayevich Ginko, first deputy minister of railways of the USSR; Yuriy Semenovich Sukhin, RSFSR minister of motor transport; Timofey Borisovich Guzhenko, USSR minister of the maritime fleet; Leonid Vasiliyevich Bagrov, RSFSR minister of the river fleet; Viktor Yefimovich Biryukov, deputy chairman of the USSR State Planning Committee]

[Text][Voznesenskiy] The comrades are ready to discuss with you the problems of the development of the sectors which they head, the development of the country's whole transport system, and the tasks set for it by the party's precongress documents, and to reply to your questions. As always in our live broadcasts, you can ask these questions by telephone by calling the numbers which have just appeared on your screen. And from time to time these numbers will be shown again.

And now let us move on directly to our questions and answers. A few hours before the start of the broadcast today we received a telex from Murmansk, from Comrade Beletsk. It contains three parts, but I shall read out only one of them: Imported freight and, in particular, large-diameter pipes is delayed in the ports of the northern basin and in Murmansk, in particular. At the same time, unloaded railway rolling stock is taken away empty to be regulated. If this empty rolling stock were used there would be no need to store for a long period the imported freight which is needed by the national economy. How does the Railways Ministry regard this question.

Over to you Vladimir Nikolayevich.

[Ginko] Lev Aleksandrovich, comrade viewers. As a rule, wagons unloaded at ports are used for carrying freight needing to be dispatched. As far as the specific instance is concerned, a certain situation has probably arisen which demands the immediate dispatch of open wagons for some other freight. Lev Aleksandrovich, if you could, pass this question over to me and we shall investigate the actual circumstances and we shall certainly find a solution.

[Voznesenskiy] This will certainly be done immediately after the broadcast.

[Ginko] Thank you.

[Voznesenskiy] But, in my opinion, the question with which we have started the program leads us on to a broader question: the question of the synchronization, the interconnection and intercoordination of the work of all sectors of our transport. We have had messages on this subject from Comrade Aleksey Petrovich Sergeyenko from Ilyichevsk, Odessa Oblast; from Rima Sergeyevna Biryukova from Gorkiy; from Comrade Nikolay from Moscow; from Comrade Krivosheyn, a container transport controller; and from a number of other comrades. If one is to sum up the questions from this group of people, one can pose the question as Comrade Sergeyenko did: What is being done for the further improvement of cooperation among people working for various transport enterprises in port area transport centers. Perhaps Timofey Borisovich will begin the reply to this question because, as far as I remember, it was precisely the maritime fleet which pioneered the organization of such transport centers.

[Guzhenko] To a certain extent this may well be so; but the problem of the intensification of the work of transport and particularly the problem of the more efficient use of material and personal resources in all types of transport within the framework of transport junctions or centers — in particular, ports are such centers — has long been of concern to all of us. At one time we solved these questions simply by socialist competition and various other forms of social influence. But in recent years the opportunity has arisen of introducing science into this matter. And, therefore, over the past 10-15 years the work of our scientists of the maritime fleet, in cooperation with other types of transport, in particular with scientists from the Institute of Integrated Transport Problems of the Academy of Sciences, managed to formalize the work of all types of transport and resources within the framework of the transport centers, to create economic-mathematic models, to use computers, to elaborate norms which one can use for precise planning, and such work was begun. The workers of Leningrad started this off for us. As is known, there was a decision of the party Central Committee in 1978 on this subject which approved their initiative. And it must be said that today, using economic-mathematic models we have in essence moved to a scientifically based system of using material resources of all the related enterprises within the framework of transport centers in the interests of the rapid delivery of freight, the best use of transport means, the best use of the work force, and speeding up the delivery of freight to the consumer. To put it more briefly, I could say that for Leningrad alone — this year we held an all-union seminar there for all types of transport with the participation of seamen, railwaymen, and road transport workers, and we noted that without any extra capital investment, and within the limits of the investment included in the plan, on the basis of these resources it has been possible in the years of the current 5-year plan to raise the throughput of this transport center by over 20 percent, to raise labor productivity, and, what is particularly important, to increase the intensity of the use of transport means, in particular, wagons and ships. And it has been calculated that in this period about 1 million railway wagons have been freed due to participation in this task by river and motor transport workers who carried a very large amount of freight. And it is particularly important that there was an increased feeling of unity and united aims and responsibility. Whereas previously, it must be admitted, there were many interdepartmental quarrels and disputes in reports, now we have managed to eliminate all of these subjective vices and to move over to objective work conditions using economic-mathematical means and computers. And this produces a very good result and today 49 maritime-port-based transport centers and about 60 — if I remember correctly, Leonid Vasiliyevich — on railway transport are working according to this method. And the motor transport workers, in those place where there are no railways, in particular in Magadan, this is a very important center, very important region — and there seamen, our port workers, and motor transport workers over these years using this method of the Leningraders have made very great progress from the point of

view of the fullest possible satisfaction of the demands of this region with the least delays. [sentence as heard]

[Voznesenskiy] When the question was asked, dear comrades, I must admit that I hoped to receive a reply from each of you. But Timofey Borisovich has set out this problem so clearly and in such detail that if you do not mind I shall ask Viktor Yefimovich to speak so that he can add his own thoughts on behalf of our country's State Planning Committee.

[Biryukov] I can add that the question which has been raised in our conversation here today is of very great economic significance. First of all, a method has been elaborated now for taking into account the conjunction of all jobs, and the work is generally connected with harmonizing the timetable of the work of every ministry which has responsibilities in this case. And in the near future this method will come into effect and will be introduced at all transport centers.

I would like to use this opportunity to express my opinion on this on the role that is played by transport centers in the unified transport system. I would like to remind you that work began on creating a unified transport network 20 years ago. After the decision was taken at the 23d congress and in accordance with the directives of the 23d congress, it was announced that the scientific bases and theoretical bases were being drawn up for the creation of a unified transport system. What exactly is the unified transport system of our country? It is first and foremost the totality of all the transport channels of all the transport ministries; these include the Railways Ministry, the Ministry of Maritime Fleet, the Ministry of Civil Aviation, the ministries of the river fleet of all the republics, the ministries of motor transport and construction of motor roads, industrial transport; and new types of transport are now being created which will also form part of this system.

The theoretical elaborations which have been carried out by the collective of the Institute of Integrated Transport Problems and later supported by the USSR State Planning Committee have given us certain good results. Now the transport workers form a powerful system. First of all, over 10 million people are now working in transport; the basic production funds comprise about R220 billion. And if one takes into consideration that almost 13 percent of fuel and power resources are used on transport and that 14 percent of basic production funds also go on transport, it will be clear to everyone that a system has been created which has great potential.

What is the main thing now? The main thing is that we have achieved a position in which planning of the development of each type of transport in this transport system proceeds in a centralized manner, via the State Planning Committee, and should be confirmed by USSR Council of Ministers. In spite of the fact that the transport system includes three union ministries and all the republican ministries, the Council of Ministers still confirms the plan for the dispatch of freight, for the creation of production capacities, for the supply of rolling stock, for the allocation of capital investment — everything is done centrally and is confirmed in the national economic plan.

We consider that the further development of the unified transport system will proceed by improving the interconnection between various types of transport. What Timofey Borisovich has just said is just one episode. Now, all the plans are being drawn up in such a way that it is no longer possible to work without reciprocal help between the various types of transport. I shall cite the following example. In 1985 passenger transport reached almost 1 trillion passenger transport. Let us say that buses now run 440 billion passenger-kilometers; 372 billion passenger-kilometers are carried out by railway transport and 172-180 billion passenger-kilometers are carried out by air transport. Any difficulty that arises on any type of transport can be made up by other types. And it is very characteristic that, say, air transport works on long distances; railways on medium and short distances, especially in suburban transport; and motor transport, particularly bus transport, works on short distances. All of this together creates a colossal loading for all types of transport. Every day millions of passengers set out in our country.

If you take our country with its vast territory, then it will be clear to everyone that all types of transport are used and that they are interconnected, they have their sphere of activity. And every type of transport, depending on its importance, is developing at a certain rate. Therefore, I share the point of view that in the overall transport system there is now no secondary type of transport; they are all important. But the most important thing is that they are interchangeable, are able to help each other, and are developing according to a unified plan.

[Vosnesenskiy] Boris Pavlovich, please.

[Bugayev] [Words indistinct] to be more specific, it should be said that the plan for 1985 comprised 186 billion passenger-kilometers; that amounts to approximately 19 percent of the total volume of transportation by all forms of transport. And if we take distances of 1,000 kilometers and more, then we get 30 percent.

[Biryukov] Certainly.

[Bugayev] Thus the growth that exists in the guidelines for the 12th 5-Year Plan will be very important, and will amount to 17 percent. So the increase both in volume of transportation and of passenger carrying will naturally rise. This year we are completing the 5-year plan, and you know, the figures that we've obtained are very impressive: 550 million passengers have been carried. We have now treated 520 million hectares of agricultural land from the air. That is a colossal amount of work. And here, by way of confirming what you've said, as it were, I'd like to say that air transport, of course, is part of the unified transport system, and must to a larger extent coordinate these questions in order to resolve more successfully the questions of the development of our national economy; transport must certainly help to solve these questions.

[Biryukov] Boris Pavlovich, I agree with you. Now, in the 12th 5-Year Plan these are the rates of growth that are taking shape: Air transport will develop at the fastest rate; it will develop by 16.8 percent. Then will come bus transport — about 12.5 percent; and the railways between 8 and 10 percent. So, taking this into account, we consider that the creation of the material-technical base for the 12th 5-Year Plan will involve

correspondingly large capital investments. Big capital investments are going into the development of air transport and of rail transport in particular. Our assembly and construction works will increase by roughly 32 percent for network development. Thus, very good prerequisites are being created for the creation of the material-technical base for all forms of transport.

[Voznesenskiy] Comrades, quite a lot of questions have come in while we've been talking, in particular questions about improving the service to passengers — above all in connection with enabling them to obtain tickets — to get their tickets in good time. In particular, we have a question for Vladimir Nikolayevich. It's from Vladimir Ivanovich Zhdanov, and he asks when the service to passengers will be improved as regards rail tickets. A number of other questions that we've received cite concrete instances of comrades not being able to get these tickets in time; and moreover, concrete facts are adduced of cases where comrades have spent a certain amount of time waiting for such a ticket, and have then got to the train — or, incidentally the plane, there are questions aboutthat as well — only to find that there were a lot of empty seats in the train or aircraft. How do you explain this, Vladimir Nikolayevich?

[Ginko] Every day, the railwaymen deal with 11 million people wishing to use the services of the railways. Yesterday, in 24 hours, 11 million people bought tickets in booking offices at railway stations, and 14 million came to our subway stations. So every day we are dealing with a large number of passengers, and our task is to serve them to a high cultural standard. There are a lot of subdivisions here; but let us take the question of tickets. How are we solving it? First, because of this great increase in passenger traffic, we cannot do without new technology. And as a first experiment, we are constructing three express systems, as they're called, in Moscow, Leningrad, and Kiev. This makes it possible to serve a passenger in 45 seconds. That work will be continued. In the next 5-year plan, such systems will be introduced in Sverdlovsk and in a number of our country's other large centres. As for the examples of cases of someone not being able to obtain a ticket, even though there was a seat available in the carriage, this probably does, regrettably, occur, and there are many factors causing it. There are factors of this kind, when, shall we say, some group of passengers — tourists, usually — want to travel from point A to point B, and then, for one reason or another, the trip is postponed. The tickets have been booked, they're reserved, and then there isn't time to sell them. Then, comrades, there are factors that passengers don't always take into account concerning points of departure. We sell tickets in advance for points that come after the point of departure; and when the passenger enters the carriage, he sees empty seats — but those seats have already been sold to passengers who'll be joining the train, somewhere in the suburbs of Moscow, say. If the train's going from Moscow to the Crimea or the Caucasus, there's Kursk, Orel, and Tula where there are also passenger wanting to travel on this Moscow train.

[Voznesenkiy] What's the situation with you in this respect?

[Bugayev] Lev Alseksandrovich, this is a very timely question, and we are therefore taking all possible measures to ensure that now, when we've already begun selling tickets for the return flight, we think about how to make the best use of these empty seats that we've got — how to make the most productive use of air transport. Cases do occur when a passenger comes to the aircraft and finds five or six seats empty. That's a result of the fact that we primarily carry mail and newspapers, which have a certain weight, and the mass of the aircraft is naturally determinate and limited. For that reason there can be insufficiently accurate orders transmitted by telephone as to number of seats that can be sold on a particular plane; or extra mail may turn up suddenly: that's a weight, a load, that has to be given priority. Of course we try to all we can to see that this doesn't happen, but I also receive a great many letters and complaints on this subject, and we'll be taking measures to prevent it. The question of the sale of tickets for open-dated return flights has been fully solved. True, there is one negative aspect here: the passenger comes to the aerodrome when he chooses, when in fact we've already registered the ticket at least a week in advance. We've clipped it, as they say on the railway. And these passengers, when they form a large group, demand to travel immediately and complain against Aeroflot and so on. This naturally creates certain difficulties and the rhythm of regular flights is disrupted — where the tickets have been sold in advance, and so on. But this is a question that needs further study. We now have the right — and that right has already been given to us, by approving the USSR Air Code, by the Supreme Soviet Presidium both the rights of passengers and the responsibility of carrier are quite precisely and clearly laid down. And in the very near future, those rights and the responsibility of the carrier will be known everywhere at the airports — we're now having copies printed — and I think this will clarify many questions for the passengers.

[Voznesenskiy] I think that with that latter part of your answer you probably satisfied to a certain degree engineer Viktor Yanovich Vizeberg from Krasnodar, who asks whether it is not correct that by selling a ticket to a passenger, Aeroflot enters into a certain contractual relation with him and and should correspondingly bear certain obligations toward the passenger. And the questioner says that there should be a list of standard passengers' rights hanging in all the airports throughout the country.

[Bugayev] That will be done.

[Voznesenskiy] And so that will be done. Incidentally, the questions about tickets relate not only to the railways and aircraft, but also to river boats. For example, Konstantin Anatolyevich Lokhanin, who is a designer, has asked this question: What is being done to improve the purchase of tickets for river boats? Well, I don't really think there are any fundamental differences in your sector, Leonid Vasilyevich, as far as...

[Bagrov interrupts] Well, I wanted to say a few words, too.

[Voznesenskiy] Please go ahead then.

[Bagrov] The river fleet does not carry as many passengers as the motor, air, and railway transport services; but the 100 million people who use the services of the river fleet also experience the difficulties that arise during the purchase of tickets. It is difficult now to imagine people going on holiday without being able to go on a cruise and see the beauties of the Volga, the Kama, and other Siberian rivers; and we think that in fact the problem of acquiring tickets for these tourist routes has been basically solved. Advance

ticket sales are well organized -- this happens in April — and the tickets are distributed via other systems. But as regards the sale of tickets for suburban and city routes, here there are difficulties and we experience them just as the other types of transport, frequently because among other things we still don't have enough automatic ticket dispensing machines. Without a doubt, the sale of tickets for short routes must be automated, and we are expecting that our industry will in the very near future meet the requirements not only of the river fleet. As far as I know, all my colleagues here are also of this same opinion.

[Bugayev] Yes, we have long had the Sirena system for the automatic sale of tickets. We are extending the system, and in the near future it will be connected up to about another 115 towns so that they will have an automatic system of ticket sales. It will make passenger allocation more reliable and more accurate, because mistakes sometimes happen when a ticket for one place is sold to two passengers.

[Voznesenskiy] Tatyana Vasiliyevna Filina from Tula, Anatoliy Fedorovich Mereshchnichenko from Smolensk, Semen Pavlovich Mir from Astrakhan, Comrade Rumyantsev from Saransk, Comrade Lukhina from Moscow, and Anatoliy Viktorovich Martenov from Lyubertsy ask: What is being done to solve the problem of involving official motor vehicles in providing passenger services? Would you answer this, Yuriy Sergeyevich?

[Sukhin] Well, you know that the government and the party Central Committee recently passed a decision on involving official vehicles in carrying passengers during peak hours. We have a certain amount of experience in this area. The motor transport directorate at Vladimir, together with the gorispolkom, drew up a passenger schedule for peak hours involving the use of official vehicles which alleviates the peak loads to some degree. A procedure has been developed for bringing official vehicles into public use and a system for the payment and issue of tickets has been developed. In other words, the whole procedure for organizing this work has been worked out. In addition, it is planned in the 12th 5-Year Plan period, in accordance with the government decision, that in towns with a population of more than 250,000 we will essentially be able to completely take over official buses, and this will enable us to make more efficient and rational use of them to provide passenger services during peak hours. It will enable the cost of the upkeep of official buses to be cut sharply. I should like to quote the following figures: While the number of public buses throughout the country as a whole amounts to about 350,000 and the number of official buses is about 400,000, the losses on the operation of public buses are about R400 million and the losses on official buses are R3.5 billion. So, of course, the government's decision to bring official vehicles into fuller operation and to reduce these transport costs that are a heavy burden on the national economy was absolutely correct. So we have now drawn up a program, in accordance with a decision last year by the Politburo, whereby the State Planning Committee has increased by 50 percent the capital investment for development of the production base for passenger traffic and for the construction of sheltered and heated bus depots so that in the 12th 5-Year Plan period we will be able to solve the question of taking over official vehicles.

[Voznesenskiy] Yuriy Sergeyevich, do you not get the impression that after a certain upsurge in this work, particularly in various oblasts and large towns, there was later a certain slackening-off; and that now probably all possible means should be used to implement more consistently the decision you mentioned?

[Sukhin] Well, I have to say that here, of course, our ministry is also at fault in that our chiefs of territorial associations in certain oblasts did not prepare their proposals in good enough time for the party and local soviet bodies to make the corresponding decisions. This was pointed out to us; certain checks were carried out, including by the people's control, on these matters; and we are now putting this question right. Basically, in essentially all the oblasts of the Russian Federation the ispolkoms of city and oblast soviets have passed decisions on concrete measures to implement this program for using official buses.

[Biryukov] I would like to add something here.

[Voznesenskiy] Please go ahead.

[Biryukov] We have succeeded in the 1986 plan, in the allocation of buses between the public transportation sector and the industrial ministries, in increasing sharply the number of buses supplied for public transportation. This is in fact implementing the decision of the party Central Committee and, starting with the 1986 plan, we will be sharply increasing in subsequent years the number of vehicles supplied for public transportation. This will enable us first to improve the structure of the bus pool; second, to increase the numbers; and also to write off the buses that have come to the end of their life; in other words, to bring about in a planned way a sharp improvement in the pool of public transportation buses.

[Voznesenskiy] In addition, since we started talking about the bus pool, maybe we should also answer the questions from engineer Rimma Semenovna Semenova, Dr Mariya Ivanovna Ivanova, and Mariya Ivanovna Bannova. These questions, like a number of others that I have not mentioned in order to save time, relate to bringing what I would call elementary order into the running of the buses in towns, the most varied towns throughout the country. They ask for the schedules to be revised, for the actual requirements of the population in this regard to be determined more accurately, and finally for some respect to be shown to them — and nost just in the towns where this is done, but throughout the whole country — by posting at each but stop a precise schedule, if one exists, so that you know you have to wait at the stop for 20 or 30 minutes, for example in the evening or in the early hours of the morning, but you do have a guarantee that the bus will come to pick you up. Some comrades from Astrakhan and a number of other towns say that they sometimes have to wait for minutes on end for a bus to arrive that is not running to any schedule at all that could be logically imagined, so to speak.

[Sukhin] A certain amount of work has been done on this, and in 320 towns of the RSFSR we have introduced an automated control system for passenger transportation using computers, and the system of drivers' pay depends on how they meet the bus schedules. We are also implementing in other towns the same system for remunerating drivers, based on the meeting of bus schedules. Unfortunately, we do not possess at all terminal steps

the necessary telephones or the facilities for checking whether buses are arriving on time without the involvement of a traffic supervisor.

That is why we are now being compelled to design our own systems at our own special design offices on an experimental basis (Nizhan)-type systems, which are being manufactured at our Nalchik transportation directorate, systems which make it possible to keep an objective check on buses as they pass a particular point: the time a particular bus passes is registered independently of the driver. I must say that the introduction of this system is yielding quite good results, and the degree to which buses run on time on these routes rises to 97 percent. Unfortunately, this is of course not a large percentage of the total. We run bus services in 1,360 towns, and this system only operates in 320 towns. That is why we are planning a substantial program for the 12th 5-Year Plan. In addition we are also raising this question with the Ministry of Instrument Making, and we have asked them to put this system into industrial production, because other republics are approaching us with requests that this system be introduced.

Apart from that, I should also say that we have done a great deal with regard to the fact that together with other departments and the Ministry of Municipal Services, comprehensive transportation schemes for the development of transportation have been drawn up for 82 towns.

We were saying before that linking the work of urban transportation — the trams, trolley-buses, subways, and buses — overcomes all sorts of causes of passenger dissatisfaction. For instance, if a tram or trolley-bus line is out of service, the busmen, the road transportation services, must of course immediately deal with the trouble on that particular route. And in many towns we are already setting up joint central traffic control services together with the Ministry of Municipal Services, services which combine trams, trolley-buses, and buses at one control point. This enables us to intervene effectively whenever the need arises.

For some oblasts, 22 oblasts, we have adopted joint decisions of the ministry collegium, decisions of oblast soviets or councils of ministers of the autonomous republics and the bureaus of the obkoms, outlining a whole series of measures to ensure a comprehensive improvement of passenger transportation services. The point is that much depends not just on road transportation workers, as you realize, but also on the way the roads are managed and maintained in towns.

Sometimes the clearing of snow and ice in towns is still conducted very badly, which undoubtedly disrupts smooth transport operation. In addition, many questions have not been solved for the improvement of social conditions for the work of bus teams on routes. This was reflected in these decisions. I must tell you that in such towns as Sverdlovsk, in such towns as Omsk, Voronezh, and certain others, these decisions are being implemented quite well, so to speak, and there is already certain progress. Of course, apart from this, taking into account that many of our reprimands are directed against the services provided for night shifts, I shall say that we are now on the way to improvement. In Kirov they have carried out work quite well to provide services for the night shifts, especially for the third shift, after the second shift. Cooperation agreements have been concluded directly between the bus teams and the works departments which they serve. As a result of this, I must tell you: Iwas recently in Kirov and it was reported to me that this question has become less acute and, essentially, the issue has ceased to exist. These cooperation routes — if you take our Asbestovskiy passenger enterprise where the brigade is headed by Comrade Timofeyev, who is a state prize winner — this team of 32 drivers is considered a department of the Asbestovskaya enrichment factory. Do you see what I mean? As a result of this, there is a reciprocal responsibility between the passengers and the staff of drivers who serve them. I can tell you that there are no complaints concerning this team's work. And of course we are adopting this aspect as part of our methods, so to speak, and we are now publicizing it to a great extent.

[Bugayev] Lev Aleksandrovich?

[Voznesenskiy] Yes, please go ahead.

[Bugayev] The question concerning the standard of service to passengers is of course a problem in all forms of transport, but particularly in civil aviation. We are not talking about this at the best time of the year, of course, because recently — from the 30th to the 9th — many of our airports in the Ukraine, North Caucasus were closed because of weather conditions. The elements reached such a stage of development, so to speak, that one front was moving into another and in such a way that for 5 or 6 days at a time the airports were unable to receive Aeroflot aircraft or to allow them to take off. Probably many remember this time. There were big build-ups of passengers for 5 days in Krasnodar, Mineralnyye Vody, in the Volga region, and then in the Baltic region. If you remember, thre was an unexpected temperature at Arkhangelsk — and that's the north for you — of minus 40 degrees, and on the following day it changed to a temperature of almost 5 degrees. This naturally put road transport out of operation and created certain difficulties for the operation of air transport. Air transport naturally needs certain conditions of the runways being cleared because this is essential for the safety of flights. Landing speeds are very high. Of course, we understand correctly, and we are setting our workers the task in civil aviation of paying ever greater attention to passengers, of receiving passengers as guests, of giving them a greater amount of correct information, objective information, so that they can make the right decisions in this respect. Because when there is information as to whether there is bad weather, lack of fuel, whether some information or other is not available or whether the airport is not accepting incoming flights, and so forth, this is objective information which naturally makes things easier for the passengers who are in the airport.

[Sukhin] Sometimes we help you out here. We supply busses and...

[Bugayev interrupts] That's right. You sometimes help out. But sometimes road transport doesn't deliver the passengers to the airport on time. This creates difficulties on this level — if a plane is delayed, then of course the whole flight plan is disrupted. And these are very great difficulties because they involve certain flight levels and the airport's reserves. Occasionally meteorological conditions create conditions which are simply impossible for the use of this form of transport. There are strong side winds,

there is icing at this time of year. During that time, for example, for 10 days literally, there were very big losses and passengers left for the railway.

[Ginko] There is contact between us [words indistinct].

[Bugayev] Yes, there is. Nevertheless, we are trying to do all we can to ensure a high degree of regularity of our transport. We have first- and second-category landing systems at airports which have made it possible to carry out landings in more complex meteorological conditions. But, nevertheless, we must be guided strictly by the main factor which is demanded of us by the party Central Committee and by the Council of Ministers — that is, to ensure a high safety level for flights. For this reason no risks can be taken here. And we sometimes delay flights for the sake of our main goal. I think that we shall bear in mind the remarks from our passengers, from the television viewers regarding better organization of the standard of transportation. We have created a special secondary training establishment in Leningrad which will deal with the sphere of passenger service, and I think that this will help raise the standard of service because the flight personnel are highly qualified people. For the most part, these tens of thousands of people have higher engineering training. This is our great possession. This is the gold reserves of our civil aviation. I can tell you that the government has met us half-way and has opened an Academy of Civil Aviation for us. It is the only one in the world and it trains engineers and pilots. We have higher flying schools which train engineers and pilots. The Leningrad Academy has now begun to train production managers. This will help to organize better the more qualified transport cadres in our enterprises and in our territorial directorates. The question of increased air services, of course, requires a raising of the training level of managerial cadres, and the collegium is seriously engaged in this question, and it will of course strive to increasing air services in the 12th 5-Year Plan to the percentage determined by basic guidelines — that is, 18 percent.

[Voznesenskiy] Good. Vladimir Nikolayevich, could you give a very brief reply to two questions at once. Engineer Mikhail Dmitriyevich Vasilyevskiy asks when it will be possible to travel along BAM and to look at that great main line, and when it will be open for passenger traffic.

[Ginko] Well, you know that part of BAM is already open for passenger traffic. We even have a Moscow-Tynda train. So one can already travel along part of BAM. One can also travel toward Severo-Baykalsk. And in a few days we shall be receiving a report from the transport builders and our rail workers that this direction will be electrified in literally a few days' time. So we are already inviting people to travel by comfortable electric trains. But if someone wants to travel the full length of BAM, I think that this will be fully open to passengers in this direction sometime toward the end of the 5-year plan, and we invite people to travel along it either on business or simply to have a look at the results of the great labor of Soviet people, to look at the new towns, the new enterprises which have been set up along the whole route of the BAM, and, of course, to look at the wonders, the wonders of Siberia that are there.

[Voznesenskiy] Good.

[Bugayev] Lev Aleksandrovich, by the way, you know that there were 4,500 flying crew working on BAM, that is, airmen who in their helicopters and other aircraft provided vast help because the difficulties there were very great, for transferring construction teams and moving other specialists. Therefore, almost all of our deputy ministers and members of the collegium visited the BAM. In the past I personally flew there very often, from Moscow to Khabarovsk. There were such Stakhanovite flights on all types of aircraft including Tu-104; and starting from Chita and (?Tynda), Takhtamygda, and as far as Khabarovsk, we had a good look at that territory and took a direct part in studying it, photographing it and so forth; that is, we prepared the appropriate conditions in order to create the necessary material for the builders.

[Ginko] Thank you personally, Boris Pavlovich, and thank you to the airmen. We have in general a good, friendly relationship with all types of transportation.

[Voznesenskiy] Yes, go on please.

[Biryukov] We have another question here about the BAM. In the 12th 5-Year Plan we plan to make investments of R2.1 billion and to complete the construction of the BAM by 1990. At present the most complicated work that is being carried out on the BAM is the construction of the Severo-Muyskiy tunnel. Despite the fact that the opening of the Severo-Muyskiy tunnel is being delayed because of the complicated geological conditions and the complicated shears, the decision that was taken to bypass the Severo-Muyskiy tunnel gave us the opportunity to organize rail traffic now.

I would like to cite a few figures. In 1984, 14 million metric tons of freight was carried along the BAM. In 1990 it is planned to carry 24 million metric tons, and in 1990 coal alone will account for 14 million metric tons. That is, the BAM is not just being built, the BAM is at work even now despite the fact that a large amount of work, — worth R2 billion — has still to be carried out. The most complicated work is now beginning: the construction of civilian buildings, locomotive and wagon depots, power plants, the transfer to electric traction, and so forth. And credit must be given to the builders of the BAM and the management of BAMSTROY that they are not slowing down the rate and that this year the plan for construction of the BAM will apparently be overfulfilled by R50-60 million.

[Voznesenskiy] While you were speaking I have passed over another question we have just received about the BAM.

[Ginko] Lev Aleksandrovich, I would like to go on with the idea that was expressed by Viktor Yefimovich and I would like to appeal to the transport construction workers to speed up the construction of housing, kindergartens, and hospitals. There is a large collective of operatives already there. Well, comrades, you know — and Central Television conducted a broadcast about it — a large group of young people went off recently. These were substation operatives, train drivers, and so forth. They have to live, they need apartments; everything for people is needed. I would like the transport construction workers to intensify their work in this area.

[Biryukov] Comrade Aleksandr Borisovich Makarov from Moscow asks for a reply to the question: I have been on the BAM. Will a second track be built on the BAM? There will be no such need on the BAM before the year 2000. If we get it built on time by 1990, the capacity in the two directions, in what is called the lower direction and on the BAM itself, will provide the capacity until the year 2000. And in the future, insofar as the track bed was made wide enough for two tracks from Ust-Kut to Tynda, we have the opportunity beginning after, say, 1995 to lay a second track.

[Ginko] Viktor Yefimovich, excluding the lesser BAM.

[Biryukov] Yes, of course.

[Ginko] Yes, because to transport all the coal you were talking about and which next year will amount to more than 10 million metric tons, the lesser BAM must have a second track built.

[Biryukov] Yes, from the BAM to Tynda and from Tynda to Berkakit the design has already been drawn up, and we are already beginning the construction of second tracks in this direction.

[Ginko] Time is flying.

[Biryukov] Yes, yes, yes.

[Voznesenskiy] Comrades, Leonid Vasiliyevich, with your permission, I shall ask you to speak after a reply to this question, because I shall ask all the comrades to join on this question if they will only remember to be brief, extremely brief.

Sergey Georgiyevich Popov, first mate of the MV *Grigoriy Petrenko* of the Black Sea shipping line, who has just returned from a voyage lasting several months, has a question for all of you. He says: Esteemed comrade ministers, it is clear to all of us that enhancing the efficiency of any sector of the country's national economy is impossible without well-thought-out work with cadres, and in the first instance with the younger section of these. He speaks of what is needed for young people; but all of us here know this if only because we have been young ourselves. And he asks these specific questions: In your opinion, apart from the party and Komsomol organizations which pay constant attention to this problem, what is required of the economic managers of enterprises and establishments in your sectors to improve the upbringing of young transport workers and the conditions of their labor, life, and leisure? And a second question: What do you expect from young workers in your sectors in the 12th 5-Year Plan?

Leonid Vasiliyevich, please, will you respond on this topic.

[Bagrov] There are over 130,000 Komsomolites and young people working on the river fleet, and there are Komsomol organizations on 4,000 vessels. I must tell you that this is a very important assistance in the organization of the whole transport process, and we are trying to help and develop this movement in every possible way, as well as the formation of Komsomol-youth crews. A provision has been approved together with the Komsomol Central Committee on a competition between these crews, with the appropriate drawing up of results, the award of class positions and other incentive measures; but, as far as I understand it, there is anxiety concerning questions of assistance and about how best to solve the issues for young people. We are similarly concerned about these issues, and we have now taken a course on building special small-family houses, young people's houses, halls of residence where, as soon as a young person comes to work in the river transport industry, at first he can be given a place in a hall of residence, then, when he starts a family, he can be given an apartment in a small-family house, and thus we can create conditions for work. We are counting on the fact that the Komsomolites will continue to be our reserve for promotion for the management both of the fleet and shoreline enterprises.

[Voznesenskiy] Timofey Borisovich, a question has come. It concerns the maritime fleet. Your opinion on this, please.

[Guzhenko] Our maritime fleet, if one can put it this way, is held together by young people, in the main. Over 60 percent of our seamen are young people. Over 600 foreign navigation vessels are manned by Komsomol-youth crews. Incidentally, I think it would even be appropriate to say that today the geography of the work of the maritime fleet and young people in particular is 125 countries in the world, and over 1,100 ports in the world, and these young people, the first thing that must be said about them is that they are qualified, educated, and worthily represent our motherland abroad. They fulfill their official duties excellently, and in conditions that are sometimes very complicated, not just on the navigation, technical level, but sometimes on the political level, and the psychological level; for in conditions of foreign navigation, in visiting that quantity of ports which I have mentioned, they have to encounter many actions which are not only friendly but also hostile to our people. Thus we are concerned about young people. First of all, we teach them, starting with nautical schools, secondary nautical colleges, higher nautical-engineering colleges, and qualification-enhancing institutes. We have worked out an accurate system in this respect. The issues of amenities are always within our field of view; and taking into consideration the specific nature of the work of our seamen, we are building at all the base ports so-called intervoyage hotel-type rest homes where the seaman can book in on his own during leave or be joined by his wife and children — inasmuch as many seamen live in other cities, and not in their base ports — so that they may have a proper holiday and see their father, husband, or friend. And then, from the point of view of permanent accomodation, we are also building hotel-type residence halls and small-family houses; we have built quite a few of these houses in this 5-year plan, and for the following 5-year plan, I must say that we will build these hotel-type residence halls for over 100,000 people. And this is for seamen, for port-workers, and ship-repairers.

In addition we also give people the opportunity to rest and undergo medical treatment, inasmuch as when they come back from long voyages, there is the mental condition, the fatigue, and so on. So, we set up these rest-zones and dispensaries directly at base-ports and on the coastline. In particular, during this 5-year plan we have built very good rest-bases for the Baltic shipping fleet in the environs of Repino, for the Lithuanian shipping fleet in Palanga; the Black Sea shipping fleet has an excellent rest-zone directly in Odessa, in Fontan, and other shipping-fleets are carrying out the appropriate work.

So, proceeding from the fact that, as I have said, the fleet is held together by young people, there is a corresponding amount of attention paid to young people. But, at the same time, it must be said that there are still many weak spots and unresolved issues. There are, unfortunately, still many people who wait for a long time, for years, sometimes even for a decade, and even for a decade and a half, in order to obtain an apartment. This, of course, is a very acute problem, but its solution is clear for us: It is necessary to work better, to fulfill the plan, to create more wealth, so that the state can have the possibility of allocating more capital investments to us from year to year. And we are going to carry out this work.

[Voznesenskiy] Moreover, after all, the maritime fleet is now going over to work in conditions of a new economic management system, and you will be earning more funds which, under the conditions of this new economic management system, will remain at the fleet's disposal; and thus not only the state, but you also, as an industry, will acquire some additional opportunities for solving social problems more successfully and speedily. Am I not right?

[Guzhenko] Yes, you are absolutely right, Lev Aleksandrovich. At the moment not all the fleet is transferring for the time being. This coming year the three major shipping lines are transferring on 1 January — that is, the Black Sea, Baltic, and Latvian shipping lines — and, as from the start of the following year, all the maritime fleet will transfer. It must be said that there are now funds for economic incentives and sociocultural events which we direct into housing construction; and apart from everything else we are also currently trying to attract to some extent the working people's personal funds, should they so wish, to organize cooperative housing construction. In this connection we are developing the so-called direct labor method of construction. Incidentally, it is very good that the Central Committee and the government have recently adopted decisions on this issue, that the direct labor method must be developed, and not just in order to reconstruct and to modernize our industrial enterprises and so forth, but also to set up the conditions for social, cultural, and public amenities. This also creates very reassuring prospects.

[Voznesenskiy] We have just received some criticism by telephone from Valeriy Grigoriyevich Borovik, an engineer from Kiev. In his telephone call Comrade Borovik says that one gets the impression from what has been said by the participants in the broadcast that we should be pleased with the large amount of fuel and other resources used by our transportation system and at how many people are employed in it. He writes that in our country the freight turnover of all types of transport per unit of national income is approximately three times greater than that in the United States. Maybe there are grounds to set the task of reducing the freight turnover per unit of national income.

In agreement, as it were, with this way of viewing the matter, a number of comrades put it somewhat more specifically, in particular with the elimination and reduction of cross hauls. This is mentioned by Valeriy Ivanovich Plotnikov, a civil engineer from Moscow; by Anatoliy Vladimirovich Kharchenko from Gorkiy; by Mikhail Ivanovich Serebrikov from Klin. The comrades ask how work is proceeding on creating a rational freight flow in the country, who is directly involved in carrying out this work, and what new features of this matter will be seen in the 12th 5-Year Plan. Could you reply to this, please.

[Bagrov] Lev Aleksandrovich.

[Voznesenskiy] Please go ahead.

[Bagrov] As distinct from the other transport ministries, where just a few enterprises are transferring to the new conditions of economic management, in the system of the Ministry of the River Fleet all the basic operations enterprises, in other words, all the ports and all the shipping lines, are transferring from 1 January to the new conditions of economic management in which the metric tons per kilometer will no longer be the aim and there will be no sense in trying to overconsume, to carry out as much transport work as possible. But our chief target will be to provide a service to everyone who comes to the river fleet, in other words to fully carry out our agreements. It will also be the chief characteristic for assessing the work of every shipping line. And in my view that question was absolutely correct, in that it's time we stopped fighting to increase cargo turnover; and maybe, while fully satisfying the requirements of the cargo owners, we could do it with a smaller number of metric tons per kilometer and thus make some small contribution to reducing what are unnecessary costs, because the fewer transport operations that are carried out, as long as the customer requirements are fully satisfied, the better the financial results.

[Guzhenko] Lev Aleksandrovich.

[Voznesenskiy] Please go ahead, Timofey Borisovich.

[Guzhenko] In the questions of saving energy resources and reducing costs, one of the mainline directions is the introduction of new transportation technology systems, as we call them. First and foremost these are the container carrier systems and palletized cargo carrying, and these are typical for all of us in the transport industry. Under the guidance of the State Committee for Science and Technology and Gosplan we have now worked out the development of transportation technology systems, in particular container, palletized, lighter carrier, ferry, and other systems, in the new 5-year plan period and even a little further. What does it give us? You've got container systems, or take the palletized systems. For carrying timber — and we work especially with the railmen and the riverboat men, and the motor transport people, too — last year we created standard pallet sizes for both sawn and unsawn timber, developed methods of packing the timber, and arranged for it to be transported. During this 5-year plan period about 50 million cubic meters was transported by this means. And what do you get? Labor productivity increases several times over — 2 and 1/2 to 3 times during loading — and better use is made of the transport facilities. For example, the loading of freight cars: whereas it used to take 3 hours to load a freight car log by log using a hook, today it takes 20, or a maximum of 30, minutes to load on a pallet using a mechanism and to secure it properly. And it's the same thing with the loading of ships.

And another thing. At the beginning there was the question of saving energy resources. It turns out according to calculations that when things are carried in containers and on pallets — as

opposed to individual items like boxes, sacks, and so forth — the fuel and energy cost is reduced two, three, and up to six times per metric ton of cargo for individual types of palletized and containerized goods.

And the thought that I would like to finish with is this: Unfortunately — and this is planned for even by the State Committee for Science and Technology and Gosplan — the development of container and palletized cargo deliveries is being written into the plan for the transport ministries, railroads, shipping, and motor transportation. But the goods producers, so to speak, and the consumers are not being involved in it. And yet the pallet is made up at the plant, at the factory where the goods are made. And it must be said that if the pallet were to be made up there [as heard] we could, by spending a ruble there, save up to R10-11 per metric ton for the state as a whole.

So one of the chief tasks of intensification in the next 5-year plan period is to have both consignors and consignees involved with the transport people in this area of work. Air transport has also become involved in this with us, using large containers and special containers. It speeds up the delivery of cargo; the goods remain 100 percent intact; there is no theft, spoilage, and so forth; and the consumer receives his goods sooner.

[Voznesenskiy] Timofey Borisovich has thus answered the question from Lyudmila Mikhaylovna Senina, a senior economist at the Ministry of Instrument Building, who asked what transport technology systems are and how they affect transport work. But Timofey Borisovich also touched on a problem that actually goes beyond the framework of organization, planning, and management; he also touched on the problem of scientific and technological progress. I think it is time for us to go on to this group of questions.

[Biryukov] Lev Aleksandrovich, I should like to clarify one thought, one question which I also have. Beginning with the plan for 1986, our assessment index set for all ministries is the dispatch of freight, that is, transportation, not turnover of goods. That is, that the question the comrade asked was posed with knowledge of the field, and in the 1986 plan the government approved only transportation, while turnover of goods is a calculated index in the possession of the State Planning Committee for the material-technical supply of every form of transport.

[Voznesenskiy] That is, it is a question of the famous metric ton per kilometer.

[Biryukov] Quite right.

[Voznesenskiy] Good. Dmitriy Petrovich Velikanov, corresponding member of the Academy of Sciences, asks five questions. I shall pass on only one, I expect. I hope Dmitriy Petrovich will forgive me.

Ever year 32 billion metric tons of freight are carried by transport. Eighty billion loading and unloading operations are carried out, mainly by manual labor. What prospects are there for developing production of means of mechanizing these operations? Maybe we should put this to Viktor Yefimovich again, or maybe, for example, to one of the industries because in the final analysis we have, incidentally, on all sides, Yuriy Sergeyevich, a great many questions concerning road transport and rail transport, and comrades are asking with interest about the prospect of eliminating or at least reducing manual labor in the near future. Let us reply by using the example of your industry.

[Guzhenko] Lev Aleksandrovich, I have given a partial reply to that question.

[Voznesenskiy] By means of containers and pallets.

[Guzhenko] By means of containers and pallets. That is characteristic of all of us; but there is one question here which concerns all of us.

[Voznesenskiy] Yes.

[Guzhenko] The point is that unfortunately industry is hardly producing any of the goods handling equipment we require. Very few lift trucks and container handlers are being manufactured, and this is holding back mechanization of all so-called goods handling, warehousing, and other operations. That is one factor. The second is this: I cannot refrain from a reproach. Lvov works produces lift trucks; but unfortunately, even though the city of Lvov, the founding father of quality-control, if you look at the lift trucks — they've simply worn me out. [sentence as heard] The port if Ilichevsk was selected as a testing ground, so to speak, for the lift trucks. When the truck arrives, it has not been properly assembled. Half the components are not supplied. Each truck must be stripped down piece by piece and reassembled before you start working on it.

[Sukhin] Concerning loading and unloading equipment, I would like to say this: Large-tonnage containers have now come not only to rail and sea transport in international communications; we in road transport also now have the use of a large quantity of heavy-weight, 20-foot containers. But the trouble is that all the efficiency of their use is wasted, and it gets worse. Idle standing of transport is not being reduced; on the contrary, it is increasing, because the clients lack the unloading equipment. So the container arrives, the door is opened, and it is unloaded like a van, which makes unloading much more difficult than it is from an open truck. Therefore we have experience, we utilize the limited opportunities open to us, we concentrate handling equipment at mechanization bases. Why? Because our smaller clients have no handling equipment, and there is no need for each of them to have it. But this is an urgent problem for road transport. We have to set up these mechanization bases for general use, lending out their facilities, taking account of the fact that road transport works as the link between all forms of transport.

And now, for instance, we have been given the 20-foot — that is, 20-metric ton — crane for Magadan. We have resolved the problem of distribution to clients of those 20-foot containers, whereas last year this matter was a problem for us. For this reason, I think that obviously the question should be considered by the Gosplan from the standpoint of the approach, and of comprehensive provision of mechanization bases and transport terminals. I can tell you that our colleagues, the railmen, are also very poorly equipped with loading and unloading equipment. As a result we cannot ensure the dispatch of freight because on the

handling front there is a shortage of transport loading and unloading equipment.

[Ginko] I would like this question examined in an even wider complex. While fully supporting the questions raised on the mechanization of freight handling, there is one more problem. Our country now has a sufficient number of so-called heavy-freight containers. But the trouble is that their production at the Abakan freight car building complex has not been organized in combination with flat-bed cars. And the result now is as follows: the works is turning out the containers but there is nothing to carry them on, there are no specialized flat-bed cars. And we are forced to provide general-purpose flat-bed cars. And what does this involve? This means that again the containers need to be fastened. This means that again supports have to be put in place, wires strapped up; that is, with the new containers we are returning to the old work. It seems that the Ministry of Heavy Machine Building would need to examine this question, and that each container should be leaving the works on a specialized flat-bed car. This is in addition to what was said by my colleagues discussing this problem.

[Voznesenskiy] Boris Pavlovich, please go ahead.

[Bugayev] Our problem is as follows: The question of large-scale mechanization, both of conveyer-type hoists and freight hoists, has been raised correctly; but we don't have small-scale mechanization. Because the same mechanization which exists in other types of transport is being used, we have damage being caused to an aircraft because the equipment is not specialized: it's high in size, way up there, so to speak. Therefore considerable small-scale mechanization is needed. It is very important from the viewpoint of its ability to get between aircraft, while loading luggage and freight. This is a very important question.

[Ginko] Here is one more question, Lev Aleksandrovich.

[Bugayev] I would like to deal with only one question. And I have before me the question that was just handed to me. In the draft basic guidelines it is written that work on the creation of an air traffic control system will be continued. Control, an automated air traffic control system, is a necessity of the present time. Such a period has come when a limit to human potential has set in. There are many aircraft in the air.

Some 3,900 flights are scheduled every 24 hours. For all intents and purposes an average of 500,000 people a year are permanently in the air. For instance, if one takes the period from August to mid-September, there are up to 640,000 people in the air. Thus the need arises for the creation of a system and such a system has already been set up, which serves in full, partially [as heard], the Ukraine, Moscow, the northern Caucasus as far as Kazakhstan. It makes for great saving which at the present it is still difficult to calculate because many young specialists still do not have sufficient experience in handling electronic equipment; but, nevertheless, we expect that in the long term this will, of course, produce a gain.

And the most important thing is that we are efficiently controlling air traffic, which prevents precisely such dangerous phenomena at flight levels as aircraft getting close together. The strict observance of flight levels is a very important question for the northern Caucasian region. In the northern Caucasus — that is where one has the greatest density — there are up to 90,000 aircraft landings each 24 hours in the summer. And, of course, simply controlling, sitting with a microphone, is no longer possible. For this reason the question has been raised correctly, and in the 12th 5-Year Plan period these very questions will be developed further because now, of course, taking into account that international flights are passing across the country — as far as Tokyo, via Tashkent to Delhi and other countries — we are of course obliged to ensure a high rate of flight safety.

At the same time I would like to say something regarding those new aircraft that will come into service in our country in the new 5-year plan period. Passengers and the esteemed television viewers frequently ask what new aircraft we will be having. We are, of course, expecting the new Il-96300 which will have a range of 10,000 km and a seating capacity of 300 passengers.

I will also answer a whole range of questions that refer precisely to this area: when will stopovers cease, in Omsk, for instance, or in Sverdlovsk, en route to Moscow from Khabarovsk or from Vladivostok? This will be precisely the complete solution to that. Any landing involves great losses, of course. It is 1 hour of flight in the air. So we are, of course, trying to observe precisely that flight operation and schedule which is necessary. But, all the same new aircraft are relieving the old ones. This is dictated by the conditions and needs of air transportation, the country's economic development. And aviation at the present is already such an instrument that also very much assists the development of our foreign contacts and economic and cultural ties.

At present it is of course necessary that we should be competitive. So the Il-96300 aircraft, whose range is up to 11,000 km, will meet all demands that are being made of aviation. Then there is the Tu-204 aircraft with a seating capacity of 214. This aircraft will fully replace the fleet which is already coming to the end of its life, which has been operating for more than 25 years on intermediate routes, up to a range of 1,500 km. This new aircraft of ours is in great demand.

Regarding local air routes, many of the questions which have come in asked which aircraft will take the place of the old. Well, first of all, within the framework of CEMA we are already tackling this question, and there are models of a new aircraft to take the place of the L-410: the L-610 with a seating capacity of 40. This is the first thing.

The second is that we will receive a new agricultural aircraft: AN-3. This is of colossal importance to us, because annually a large part of these aircraft is engaged in agricultural work in our country. Some 100 million hectares of agricultural land are treated. Some 1 billion hectares of cotton alone need to be defoliated. This is a major job. Of course, these aircraft do not now meet requirements as regard both productivity and raising the efficiency of their utlization; for this reason, in this respect, very substantial measures are being taken, together with the officials of the aviation industry. Civil aviation workers are giving these questions very great attention and are trying to take all measures in order that the equipment should be more reliable,

that the level of our equipment should be high, and that each flight should be reliable. And each aviator is trying to enhance the safety of flights.

We also have very many young people. And they are the basis of our civil aviation. They are our gold reserves. We are looking after them. We are also creating sanatoria; we are creating everything necessary in order to retain them and to create conditions for recreation, in order that these people can work for a long time with this complicated equipment such as aircraft, helicopters, and so forth.

[Voznesenskiy] Dear comrades, in 6 minutes, as you'll see if you glance at the clock, we have to bring our program to an end. What I would very much like to ask you to do, therefore, is to answer the questions, among those that have been passed on to you, that strike you as the most important, and to do so as briefly as possible, trying to keep within, say, a minute or a minute and a half. Let me call on you, Vladimir Nikolayevich.

[Ginko] Very well. Question: Is the Ministry of Railways doing anything to ensure that all suburban electric trains stop at all stations inside the city limits? Here, comrades, we adopt a differentiated approach. You can imagine that if an electric train runs from Moscow to Pushkino, and stops at every station inside the Moscow boundaries, then it will take a very long time to get to Pushkino. On the other hand, if you take a small town, there the problem can probably be solved as the question suggests. We'll look again and decide each case on its merits.

Could you examine the question of reducing the number of carriages of the electric trains on workdays and increasing it at the weekend? Not only could we, but these questions have already been examined. On the majority of railroads that's precisely what we've done, and that's the direction in which we'll be working.

Longer passenger trains are being introduced, but the length of the station platforms remains the same; this means that passengers have difficulty in boarding the trains. What is being done to improve matters? First of all, we have to put the question like this: Before we introduce a longer passenger train, we must lengthen the passenger platforms. And that's what we'll be doing.

A request has been made from Lipetsk: Comrade Vladimir Nikolayevich Sinkov, my namesake, asks us to organize the delivery of raw ore for Novolipetsk metallurgical combine according to a strict timetable from Belgorod Oblast. We'll try to deliver the raw iron ore in that way, taking into account the specific character of the work of the metallurgists. We understand that, and will decide accordingly.

[Voznesenskiy] Yuriy Sergeyevich, if you please.

[Sukhin] Why is road transport being so slowly transferred to other sources of energy? asks comrade Yakov Vasiliyevich Nilo of Pavlograd in Dnepropetrovsk Oblast. And a second question of the same sort from Comrade Mikhail Vitaliyevich Khlayv of Novaya Kakhovka in Kherson Oblast: When will gas-cylinder vehicles come into general use? The answer is that the delay is mainly due to the fact that we are lagging behind with the construction of gas filling stations. Fifty-two were to have been constructed in 1985, but so far we have only 19. But measures have now been taken by the government, Gosplan, and construction organizations. And I must tell you that in the fourth quarter we have already doubled the number of motor vehicles using gas cylinders. And for 1986 there are good prospects for extensive use of motor vehicles running on gas-cylinder fuel. So many questions have already been disposed of, including the question of increasing output of gas-cylinder vehicles. You know that in the 12th 5-Year Plan we are to switch a million motor vehicles to gas-cylinder fuel. That includes about 100,000 motor vehicles that our ministry expects to transfer. We already have approximately 13,000 gas-cylinder vehicles.

In addition, we have another question from Gennadiy Mikhaylovich Sergeyev, a driver from Saratov: Every year thousands of trucks are sent to Kursk, Belgorod, and Tambov Oblasts for the sugar beet harvest, and every year their productivity is miserably small. Shortage of loading facilities, queues at reception points, and the excessive number of trucks brought in for the harvest are causing a huge material loss to the country and damaging morale on the job. Are the ministry and Gosplan aware of this? On what basis are decisions taken on redeployment? I must say, comrades, that this does happen: poor use of motor transport in certain oblasts. But what I must tell you is this: that bearing in mind that we have now begun to tackle more energetically the questions of introducing the Saratov method, of organizing centers for directing the transportation process, in many rayons and oblasts of our republic, in 80-100 of them, we've now improved our use of transport in this respect by 20 percent since the last harvest. And so we are now, of course, taking measures, both at the ministry and in the localities in particular to increase the quantity of loading and unloading facilities. Now the heavy transport has gone, as they say, the KAMAZ trucks, and therefore here we are, together with the other ministries, now solving these questions in order to make better use of the transport.

[Voznesenskiy] Timofey Borisovich, if you please. [Bugayev tries to interrupt] Boris Pavlovich, maybe that's enough for today? [laughter]

[Bugayev] One question keeps being repeated: Have you seen, comrade minister, how they treat our suitcases at Aeroflot, how mercilessly they toss them about, tear them, and ruin them? It does happen. We are taking very serious measures, those who are directly concerned with this. The USSR Air Code stipulates that responsibility for this rests not with the state but with those who are actually engaged in loading and unloading and who are so rough with them. I've seen it. And of course we'll take further measures, we'll constantly take measures, to enforce standards and put this matter in order.

[Voznesenkiy] Dear comrades, Timofey Borisovich and Leonid Vasiliyevich above all, I must apologize to you for the fact that we shall not have time to hear your concluding remarks, but I'm sure you understand that the starting time of the "Vremya" program is sacrosanct in our country, and that we can't violate the established order of things.

And so, while offering you those apologies, I'll ask Viktor

Yefimovich to answer just one question, because it's been asked in an extraordinary number of questions received from all sorts of cities across the country and from the most various representatives of the most various sections of our population. It's the question: In which direction will the management of transport as a unified system develop?

[Biryukov] Ten questions on one subject; that's proof that the question is of very great interest. Gosplan, together with all the ministries, has developed a proposal that is being examined by the Council of Ministers. We propose that we should have, as with machine building, a body that would coordinate the operations of all forms of transport at the level of the Council of Ministers. These proposals are being examined, and we hope that they will also be viewed positively.

[Voznesenskiy] Dear comrades, I'll put myself, as it were, in the same position in which Timofey Borisovich and Leonid Vasiliyevich have found themselves, and forgo my summing up. I just want to say that the country's unified transport system is not only its arteries, but also its nerve center, in which the whole operation of the national economy is reflected, and which, in turn, will influence the operation of the whole country's national economy. And I would like to wish all branches of transport, of the country's unified transport system, successful development in the coming period, because on that depends a very great deal in the life of the country and of every one of our Soviet people. Thank you for taking part in the program, for your answers; and thank you, viewers, for your unfailing participation and attention to these broadcasts. All the best, comrades.

Rail Workers Exceed Freight Shipment Plan
LD281843 Moscow Domestic Service in Russian
1400 GMT 28 Dec 85

[Text] The USSR Central Statistical Administration reports that rail transport workers have fulfilled their annual plan for freight transportation ahead of schedule. Before the end of the year, 38 million metric tons of national economic products will be dispatched in excess of the plan. Labor productivity has been increased by 3 percent, as against the plan target of 2.1 percent. The entire increase in the volume of transported goods was secured through increased labor productivity.

Early Fulfillment of Plan Targets Reported
LD300239 Moscow Domestic Service in Russian
1600 GMT 29 Dec 85

[Text] The USSR Central Statistical Administration reported that the workers of nonferrous metallurgy have fulfilled ahead of schedule the year's plan for the extraction of ores and output of concentrates of nonferrous metals, and for the production of rare metals and semiconducting materials, rolled metal, and products made from carbon materials.

The workers of the groat-flour milling and mixed fodder industry have fulfilled ahead of schedule the year's plan for the production of flour, groat, and mixed fodder.

The year's production plan for a number of products for everyday personal and household use, in particular that of domestic refrigerators, furniture, automatic and semi-automatic washing machines, household electrical light fittings, and other products has been fulfilled ahead of schedule. More than 100,000 refrigerators, R150 million worth of furniture, and a considerable amount of other products will be produced in excess of the year's plan.

Civil Aviation Plan Fulfilled Ahead of Schedule
LD272105 Moscow Television Service in Russian
0830 GMT 27 Dec 85

[From the "Novosti" newscast]

[Text] The USSR Central Statistical Administration reports that civil aviation has fulfilled its annual plan for profits, passenger turnover, passenger transportation, and air services to national economic branches ahead of schedule. More than 112 million passengers will travel by air this year. Aviational-chemical operations have been carried out on 108 million hectares.

Chebotarev Reports Powder Metallurgy Process
LD271709 Moscow Television Service in Russian
1530 GMT 26 Dec 85

[From the "Vremya" newscast; report by N. Chebotarev]

[Text] At Sulinskiy metal works in Rostov Oblast, a complex for the production of the raw material for powder metallurgy has entered service.

[Begin recording] [Chebotarev] Metal-workers know that molten metal and water do not mix; but you will now witness water being poured into liquid metal. This funnel contains water, but it is fed here under pressure in the order of 150 atmospheres. Powder-production [raspyleniye] is in progress.

This is the latest technology for the production of powdered iron, the basic raw material for metallurgical ceramics, or powder metallurgy, as it is known. [video shows reporter speaking to similarly man identified by caption as V.S. Shcherbina, deputy chief engineer of the works]

Vladislav Semenovich, what is the design capacity of the complex?

[Shcherbina] Eighty thousand tons of iron powder per annum.

[Chebotarev] And when should you reach that capacity?

[Shcherbina] This year we are accepting handover of the first stage — 40,000 tons. And next year another 40,000 will be added, making 80,000 next year — at the end of next year.

[Chebotarev] Have we the capacity ready to process the powder?

[Shcherbina] The capacity is not quite ready, but we are counting on exports to the socialist countries.

[Chebotarev] The truth is that our machine-building industry thus far lacks sufficient capacity to produce components by the compacting [pressovaniye] method, although the technology for this is extremely economical. Watch, this fairly intricate component is produced in only a second, and without a single gram of waste, whereas in lathe-processing about 50 percent of the metal is lost in chippings. [video shows compacting unit working automatically, producing tubular article]

The following figures speak eloquently of the advantages of this technology: manufacture of 1,000 metric tons of components by the compacting method, compared with mechanical processing, saves approximately R1.5 million.

Yet, in spite of all this, it may turn out that we shall have the powder but lag behind with powder-metallurgy manufacturing. Certain ministries are taking an extremely timid view of this innovation.

Supply Problems Plague Machinery Plant

LD222222 Moscow Television Service in Russian 1530 GMT 22 Dec 85

[From the "Vremya" newscast; report by political observer Viktor Beketov entitled "A Trip-Up at the Finish"; speakers identified through captions]

[Beketov] Hello, comrades! The Brest agricultural machinery building plant has found itself in a difficult situation. Throughout the whole 5-year plan period it has been working rhythmically and it emerged the winner of competitions in its sector 17 times. It was possible to hope that the collective would also work successfully in the final stage as well, especially since its products — heat generators for livestock buildings — are in great demand, in literally all of the country's regions. The fact is that the Brest heat generator, weighing 690 kg and costing R1,155, is supposed to have an electrical engine from the Yerevan plant weighing 6 kg and costing R25. However, on 1 November, taking into account the return of rejects, Yerevan had undersupplied Brest by more than 4,000 engines. This means that the corresponding number of heat generators failed to arrive at livestock farms on the eve of winter cold spells.

[B.N. Machuyev, Brestselmash works director] A schedule has been drawn up on the fulfillment of deliveries in September, October, and November; however it is not being carried out. We immediately appealed to the leadership of the Armyanelektrodvigatel production association, we appealed to Minelektrotekhprom, and to the Soyuzelektromash production association of Minelektrotekhprom. We are now waiting for a delivery. The fate of the fulfillment of the year's plan depends on how soon the driver brings the engines. He left Armenia on 14December at 1200. And at the same time we also need railway trucks and to unload the year's delivery. So the situation at the works is extremely critical, and the supplier is extremely unreliable.

[Bektov] Party and management organs, the Armenian People's Control Committee, and leaders of union ministries have become involved in the problem of underdelivery of Yerevan engines. And while the problem is being resolved, prolonged smoking breaks are arising here and there at Brestselmash.

[N.N. Ignatyuk, metalworker] This has been our basic work for 3 months already. Basically we smoke. Because of the supply of Yerevan engines. Last month the plan was less than 50 percent fulfilled. One has these smoking breaks at one's own expense because, for example, in November we lost around R50 in wages.

[F.A. Soik, metalworker] Everyone has a family, everyone has children. We come to work, a stoppage occurs, then we have to m[illegible] up for this time.

[Unidentified worker] we come in every day, we also come in on Saturday.

[Second unidentified worker] It's impossible to work like this. Work like this is getting nowhere. [video shows group of workers standing about smoking on shop floor, brief interviews to camera]

[Beketov] In response to our inquiry, Minelektrotekhprom — for the Yerevan works comes under its authority — the deputy minister, Comrade Zhuchkov, assured us that the situation is being rectified, and that the latest consignment of electric engines should be dispatched to Brest on 20 December. True, Comrade Bykov, his colleague at Minzhivmash, under whose jurisdiction the Brest works falls, specified that more than a quarter of the engines checked turned out to be rejects. If one also takes into account the fact that the transport of containers on the railway takes approximately 20 days, then it becomes clear that Brestselmash is assured of the failure of the year's marketing plan, and what's more disruption is also assured in the starting up of livestock farming facilities where these generators should be installed. But in fact the Yerevan works, like other collectives of the sector, is working in conditions of an experiment, in accordance with which observance of delivery discipline is one of the chief indices in assessing an enterprise's work. A situation must be acheived where a contract really is worth more than money and breaches of contract appreciably hurt the purse of those actually guilty. This will be just remuneration for lack of organization, carelessness and for neglecting the interests of partners.

'Cosmos-1714' Earth Satellite Launched 28 Dec

LD291338 Moscow TASS in English 1333 GMT 29 Dec 85

[Text] Moscow, December 29 TASS — The Soviet Union launched on Saturday an artificial earth satellite of the "Cosmos" series, "Cosmos-1714", to continue outer space research.

The satellite was put into orbit with the following parameters:

— Initial period of revolution — 94.8 minutes;

— Maximum distance from the earth's surface — 863 kilometers;

— Minimum distance from the earth's surface — 190 kilometers;

— Inclination of the orbit — 71 degrees.

Earthquake Registered on Southern Sakhalin

LD300844 Moscow TASS in English 0835 GMT 30 Dec 85

[Text] Yuzhno Sakhalinsk, December 30 TASS — An earthquake measuring up to four points rocked southern Sakhalin on the night of December 29/30 at 23:49 Moscow time.

The epicentre of the tremor was ten kilometres to the south of the regional centre. No casualties or damage have been reported.

PRAVDA on Cosmonaut's Early Return to Earth

LD291158 Moscow TASS International Service in Russian 0825 GMT 29 Dec 85

[Text] Moscow, 29 Dec (TASS) — Cosmonaut Viktor Savinykh could have seen in the New Year with his comrades-in-flight in the "Salyut-7" station — and be longing for home, his dear ones, and earth. But he is seeing in the holiday at home and longing for the space station where he spent several months. In today's issue, PRAVDA publishes pages of a diary which Savinykh kept during his flight. It is a brief account, a summary of the thoughts and feelings which emerged during the change from days to nights in space. It is hard even to credit that one could commit oneself to recording such an account so persistently and systematically in a situation of weightlessness, so unsteady for letter-writing.

This is what the cosmonaut writes, for instance, about the reasons which caused him to leave the station prematurely:

"It all began when we observed a slight disturbance in Volodya Vasyutin's behavior. There was a loss of sleep and appetite. We thought it was all to do with his mood — it happens to us all. We tried to buck him up by cracking jokes and giving bits of advice. But he became ill. Volodya wanted to see it through, but it became more difficult for him."

As the keeper of the diary put it, Vasyutin became "a bag of nerves," and it was hard to look at him. After checking with earth control, it was recommended that their comrade be brought back for treatment.

The cosmonaut's condition gave more cause for alarm. The following entry was made in the diary for 18 November: "I couldn't write yesterday, and it's the same today. Yesterday we decided to come down. We gave ourselves 3 days to prepare... During that time it seemed to us, to the doctors, and to Volodya himself at times, that he was improving. But still we made the right decision. Each of us may, and justifiably, risk his health — but only his own. The health of one's comrade should not be risked in the slightest. This is a law of our cosmonautics."

The cosmonauts were very reluctant to leave the station since their mood was good there and they had the capacity to work. But instead they were compelled to screw and unscrew dozens of bolts in the "Salyut" and in the "Kosmos," to switch off instruments and cover the portholes.

The last entry read as follows: "On the table I left a note for those who would follow us. Goodbye to all that, 'Salyut-7'. A lot of my things were left behind, so if I come back again I'll have something to climb into..."

Questions Answered on Nuclear Fusion Program

LD301427 Moscow World Service in English 0931 GMT 30 Dec 85

["Science and Engineering" program with Boris Belitskiy and unidentified announcer]

[EXCERPTS] [Announcer] And to conclude this program of science and engineering, we come to question time. Today's questions come from (?Patrick Verike) in Ostend, Belgium, and concern nuclear fusion. But Boris, before you answer Mr (?Verike's) questions, do tell us briefly what the problem of nuclear fusion boils down to. This brings us to Mr (?Verike's) first question: Which is the largest Tokomak-type installation in the USSR?

[Belitskiy] The biggest operating installation of this type in the USSR today is the Tokamak-10, which over the past 10 years has furnished Soviet fusion physicists with very valuable findings.

[Announcer] Our Belgian listener next wants to know, are there any projects for still larget Tokamak systems in the Soviet Union?

[Belitskiy] Yes, work is nearing completion in the Soviet Union on the Tokamak-15 installation which is described as being of pre-reactor scale. One of its features will be superconducting magnets which Soviet fusion physicists first embodied in their Tokamak-7 installation.

[Announcer] Mr (?Verike) asks when will it be possible to demonstrate a controlled fusion reaction?

[Belitskiy] The Soviet fusion program tentatively envisages the completion of an experimental fusion reactor by the year 1993.

This would mean the construction of the first fusion power station by the year 2000.

[Announcer] How promising, Mr (?Verike) asks, is research into particle acclerated systems compared with Tokamak-type installations?

[Belitskiy] Well, particle accelerated systems are one of the alternative routes that could lead to controlled fusion. Some of the installations of this type in the Soviet Union, such as the Angara-5 system, are quite promising; in fact a temperature of 100 million degrees has been atttained in that system. Nevertheless, the biggest hopes of all are associated today with the Tokamak concept, and these systems are seen as prototypes of the fusion power stations of tomorrow.

Briefs

Antarctic Exploration Continues — The passenger ship *Baykal* these days is acting as a sort of coordinating center for the 31st Soviet Antarctic expedition. The *Pioner Estonii* has arrived at Waterloo Island, having delivered equipment to the Bellinghauzen station. The *Professor Vize* has set course for the Ross Sea, where oceanographic, biological and other research work in the International Polar Experiment South program will soon begin. The *Kapitan Bondarenko* has reached Prydz Bay in the More Sodruzhestva; it will unload equipment and fuel for theSoyuz seasonal geological base in Endery Land. Personnel and equipment will be ferried from the vessel's point of anchorage to the base by helicopter. The *Baykal's* captain, Gennadiy Buyanov, reports that when the ship was in the South Bay, weather conditions changed dramatically, with a rising gusty wind, flurries of snow, low clouds and drifting icebergs. Soon the ship went to the British base of Grytviken on South Georgia, replenishing water supplies and transferring some of its passengers onto *Kapitan Bondarenko*. Later on its travels in the southern ocean the *Baykal* will meet *Kapitan Gotskiy* and transfer personnel to the latter for the seasonal stations of Druzhnaya and Druzhnaya-2. The ice-strengthened transport vessel will deliver specialists and hundreds of metric tons of various goods to th appointed place on the Weddell Sea coast. [Summary] [*Moscow Domestic Service in Russian 2200 GMT 23 Dec 85 LD*]

Kola Peninsula Television Reception — Murmansk: Workers at one of the most distant hydrometeorological stations on the Kola Peninsula, the Tersko-Orlovskaya, can watch the all-union first television program, thanks to the recent assembly of a Moskva television satellite communications station. [Summary] [*MoscowDomestic Service in Russian 1300 GMT 24 Dec 85 LD*]

Leningrad Telephone Communications — Leningrad has received automatic telephone communication with a further eight towns. Now Leningraders can dial direct to subscribers in 350 of the country's towns. [Summary] [*Moscow Domestic Service in Russian 1630 GMT 25 Dec 85 LD*]

Magadan TV Receiver Stations — The television viewing audience in Magadan Oblast has expanded considerably on the eve of the new year. Residents of several mining settlements as well as reindeer breeders in Chukotka villages have begun watching first program broadcasts in color. Moskva TV receiver stations have gone into operation in these settlements. Residents of the oblast center are also to receive a good present: From 1 January, apart from two all-union programs, a third program, which will broadcast from local TV studios, is being put into operation in Magadan. [Text] [*Moscow Domestic Service in Russian 0600 GMT 26 Dec 85 LD*]